

3.15 MUTUAL SUPPRESSION CAPABILITY

3.15.1 Response to Mutual Suppression Pulses

If the equipment is designed to respond to mutual suppression pulses from other electronic equipment in the aircraft (to disable it while the other equipment is transmitting), the equipment shall regain normal sensitivity, within ± 3 dB, not later than 15 μ s after the end of the applied mutual suppression pulse.

(Editorial note – Insert new note as follows:)

Note: This document does not establish the design parameters of the mutual suppression system. However, it is recommended that all sources of mutual suppression pulses be dc coupled while sinks are ac coupled. This standardization will prevent source or sink failures from disabling all users of the mutual suppression pulses.

3.17 DATA HANDLING AND INTERFACES

3.17.1 Direct Data

(3) "On the Ground" Condition

The transponder shall report the automatically determined on-the-ground state as determined by the aircraft in the Flight Status (FS), Vertical Status (VS), and Capability (CA) fields except when reporting airborne status when on-the-ground is reported to the transponder under the conditions specified in subparagraph ~~xxx2.2.16.2.7~~3.20.2.7. (Ed note: Check sub para No)

NOTE : The on-the-ground state determined by the aircraft does not include the effect of any TCS commands.

(4) the presence of the Special Position Identification (SPI).

In Mode A/C, an SPI pulse shall be transmitted upon request, following a Mode A reply. In the FS field of Mode S replies, an equivalent of the SPI pulse shall be transmitted upon the same request. The code is transmitted for 18 \pm 1.0 seconds after initiation and can be reinitiated at any time.

(repetitive statement, ED 73-B 3.5.3)

(5) Aircraft identification Data (Flight number).

If the aircraft uses a flight number for aircraft identification, a means shall be provided for the variable aircraft identification to be inserted by the pilot.

(6) Radio Altitude Data

The radio altitude data input is used to support airborne/on-the-ground determination in installations that support automatic on-the-ground condition determination as specified in subparagraph ~~2.2.16.2.7~~3.20.2.7. The data supports extended squitter airborne/surface format transmission selection and Flight Status (FS), Vertical Status (VS), and Capability (CA) fields as provided in subparagraphs 3.21.1.6, 3.21.1.7, 3.21.2.6.5, 3.18.4.5, 3.18.4.12 and 3.18.4.38, ~~2.2.16.2.6.2.5, 2.2.14.4.9, 2.2.14.4.32, and 2.2.14.4.5~~

(Ed note: Check sub para Nos)

(7) Ground Speed Data

The ground speed data input is used to support airborne/on-the-ground determination in installations that support automatic on-the-ground condition determination as specified in subparagraph ~~2.2.16.2.73.20.2.7~~. The data supports extended squitter airborne/surface format transmission selection and Flight Status (FS), Vertical Status (VS), and Capability (CA) fields as provided in subparagraphs 3.21.1.6, 3.21.1.7, 3.21.2.6.5, 3.18.4.5, 3.18.4.12 and 3.18.4.38.~~2.2.16.2.6.2.5, 2.2.14.4.9, 2.2.14.4.32, and 2.2.14.4.5~~

(Ed note: Check sub para Nos)

(8) Airspeed Data

The airspeed data input is used to support airborne/on-the-ground determination in installations that support automatic on-the-ground condition determination as specified in subparagraph ~~2.2.16.2.73.20.2.7~~. The data supports extended squitter airborne/surface format transmission selection and Flight Status (FS), Vertical Status (VS), and Capability (CA) fields as provided in subparagraphs 3.21.1.6, 3.21.1.7, 3.21.2.6.5, 3.18.4.5, 3.18.4.12 and 3.18.4.38.~~2.2.16.2.6.2.5, 2.2.14.4.9, 2.2.14.4.32, and 2.2.14.4.5~~

(Ed note: Check sub para Nos)